

REPORT

DATE: August 22, 2005

TO: Regional Comprehensive Plan Task Force

FROM: Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov

SUBJECT: Preliminary Draft Land Use and Housing Chapter

RECOMMENDED ACTIONS:

Recommend that the Community, Economic and Human Development Committee (CEHD) release the Preliminary Draft Land Use and Housing Chapter for public review. Approve the process described below for making refinements to the chapter.

SUMMARY:

On January 18, 2005, the Regional Comprehensive Plan (RCP) Task Force gave instructions to staff on the completion of a Draft Land Use and Housing Chapter. A subsequent report to the CEHD Committee was made in March 2005. Staff has prepared a preliminary draft for the Task Force's consideration at this time. Further, staff is proposing additional steps to make refinements to the Chapter consistent with previous Task Force discussions.

BACKGROUND:

The Regional Comprehensive Plan incorporates all applicable, current policies of the Regional Council, and develops an action plan for implementation by outside entities. Over the last year, staff, under the direction of the RCP Task Force, has developed a preliminary draft of the Land Use and Housing Chapter.

At this time, the chapter should not be considered final. Rather, it includes the two key sections developed during the first year of the planning process. Pending approval by the Task Force and the CEHD, staff will release this preliminary draft to the public, and undertake further activities to refine and complete the Chapter.

As discussed with the Task Force at the April and May 2005 meetings, the current (2005-2006) fiscal year effort will focus on the crafting of performance outcomes for each chapter. These outcomes should have the following features:

- Consistent with Federal and State legal requirements, at a minimum (can be more rigorous, but not less)
- Fully incorporates plans prepared by responsible agencies
- Can be measured at intermediate stages
- Can be adapted to be used as significance thresholds in environmental analysis under the California Environmental Quality Act.

For the Land Use and Housing Chapter, this process, as proposed by staff, will be coordinated with the on-going 2% Strategy Implementation process, which includes its own performance measurement component. The procedure for developing plan outcomes will include a review of applicable State and regional plans,

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direct outreach to agencies with policy and regulatory authority, and dialogue to mediate various plan provisions.

Attachment: Preliminary Draft Land Use and Housing Chapter

Land Use Policies

SourceDocument	id Policy	Type
EIR	185 Help reduce fire threats in the region as part of the Growth Visioning process and as policies in the update of SCAG's Regional Comprehensive Plan and Guide.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	165 Encourage airport sponsors to implement voluntary curfews, changes in aircraft operations, adjacent land use compatibility, and physical noise buffers for aircraft and vehicles, where appropriate and feasible, to minimize noise impacts of aviation activities.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	181 Promote water-efficient land use development.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	184 Encourage the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>149 Encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.</p> <div> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy </div> <div> <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water </div> <div> <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space </div> <div> <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste </div> <div> <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </div>	Mitigation
	<p>150 Encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.</p> <div> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy </div> <div> <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water </div> <div> <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space </div> <div> <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste </div> <div> <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </div>	Mitigation
	<p>151 Encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.</p> <div> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy </div> <div> <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water </div> <div> <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space </div> <div> <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste </div> <div> <input type="checkbox"/> Economy <input type="checkbox"/> Other </div>	Mitigation
	<p>152 Future impacts to open space and recreation lands shall be avoided through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee.</p> <div> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy </div> <div> <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water </div> <div> <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space </div> <div> <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste </div> <div> <input type="checkbox"/> Economy <input type="checkbox"/> Other </div>	Mitigation

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>154 Encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation
	<p>155 Encourage that multiple use of spaces be allowed as feasible and practical, and encourage redevelopment activities to focus some investment on recreation uses so as to provide more opportunities for access to open space close to the urban core.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation
	<p>158 Work with its member cities and counties to help ensure that transportation projects and growth are consistent with the RTP and general plans.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation
	<p>160 Use SCAG's Growth Visioning program and the forthcoming Regional Growth Vision to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation
	<p>153 Encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigation

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	161 Work with member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2004 RTP, enhancing mobility and reducing land consumption.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	159 Work with cities and counties to ensure that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

Growth Vision

	58 Foster livability in all communities	Goal
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	78 Create a region with many centers.	Goal
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	69 Promote sustainability for future generations	Goal
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	53 Improve mobility for all residents	Goal
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	70 Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Policy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	57 Promote a variety of travel choices.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	79 Encourage investment in transit.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	54 Encourage transportation investments and land use decisions that are mutually supportive.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	67 Support local and state fiscal policies that encourage balanced growth.	Policy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	60 Promote development that provides a mix of uses.	Position
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	65 Support educational opportunities that promote balanced growth.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	55 Locate new housing near existing jobs and new jobs near existing housing.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	56 Encourage transit-oriented development.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	81 Protect sensitive environmental features such as steep slopes, wetlands, and stream corridors from development.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	61 Promote "people-scaled", walkable communities.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	62 Support the preservation of stable, single-family neighborhoods.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	71 Focus development in urban centers and existing cities.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	72 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Principle
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	59 Promote infill development and redevelopment to revitalize existing communities.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	82 Promote compact, centers- and corridors-focused development, mixed-use, and transit-oriented development.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	80 Locate heavy trip generating development in areas with robust existing transportation infrastructure.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

Legislative Positions

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	189 SCAG supports efforts of the State to reform housing planning such that it can: a) achieve a higher level of transportation and air quality performance b) improve housing availability and affordability c) provide for performance and accountability measurements for local governments and others.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

Resolutions

142 Supports the continued operations of all military facilities in the SCAG region.	Position
<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

RTP

5 Encourage land use and growth patterns that complement our transportation investments.	Goal
<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
3 Preserve and ensure a sustainable regional transportation system.	Goal
<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
1 Maximize mobility and accessibility for all people and goods in the region.	Goal
<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	26 Focus growth along transit corridors and nodes to utilize available capacity.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	46 Provide for regional capture of economic development opportunities and job growth created by the prospect of significant regional air traffic growth between now and 2030.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	
	49 Reflect that each county should have both the obligation and the opportunity to meet its own air traffic needs where feasible.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	51 Mitigate effects of expanding airports and consider the reuse of former military airfields so that community impacts are minimized.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	52 Maximize air passenger and air cargo utilization of outlying airports in less-populated areas.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>8 RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>33 Prioritize projects that enhance safety and security.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>50 Support capacity expansion at major existing and potential airports to handle anticipated increases in passengers and cargo volume.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Position
	<p>48 Reflect environmental, environmental justice, and local quality of life constraints at existing airports that operate in built-out urban environments.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Principle
	<p>42 Prioritize transportation projects that support land use goals.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Principle
	<p>10 System expansion is no longer the primary transportation investment strategy to provide improved mobility.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	25 Use infill where appropriate to revitalize underutilized development sites.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	41 Advance long-range study corridors from the 2001 RTP in high-demand and/or high-growth areas, based upon the findings of the RSTIS process.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	29 Ensure adequate access to open space.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	31 Change land use to correspond to the implementation of regionally significant major transportation projects and their consequent short-and long-term job creation effects.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	
	24 Use the proposed funding for non-motorized transportation to implement bikeway expansion projects, create a bicycle- and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	32 Incorporate the local input and feedback on future growth received from 90 percent of the jurisdictions in the SCAG region.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	30 Change land use to correspond to the implementation of a decentralized regional aviation strategy and its consequent short- and long-term job creation effects.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	

The land use action plan, as presented, is preliminary, and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force, and is being made available at this time for information and for suggestions.

2005/06 SCAG RCP

Preliminary Draft Action Plan for Land Use and Housing Chapter

INTRODUCTION

The action plan for Land Use and Housing identifies policy and practice that SCAG endorses for external parties and for itself. While the actions included here are advisory, SCAG will refer to its recommended practices in administering Inter-Governmental Review as authorized by CEQA. The action plan includes items identified as mitigation in the Program Environmental Impact Report for the 2004 Regional Transportation Plan (RTP).

The action plan, as with other RCP chapters, is organized according to the party that is intended to carry out the action. As such, there is a section for recommendations for the Federal Government, State Government, SCAG and other regional agencies, and local government. The action plan is further organized by distinguishing actions that are critical to implementing SCAG's regional growth vision and those which are presented as advisable practices.

Critical Path actions/Implementing the Vision – The Regional Council has created a clear set of objectives and goals related to land use and development in Southern California. In large part, these goals are formalized by the adoption of the Compass Growth Vision in 2004. Further, many of the assumptions of the vision were included as specific land use measures in the 2004 Regional Transportation Plan. Therefore, the region must pursue implementation of its growth vision, not only to ensure quality of life and sustainability, but also to ensure the viability of the RTP and its associated EIR and Air Quality Plan.

The vision for future growth and development is described in full in the Policy section of this chapter. Reviewed briefly here, the vision calls for acceleration of growth in key strategic areas. These areas are identified as specific locations around the region. These areas are defined by their characteristics which are as follows:

1. They are along major corridors which are, or can be well served by transit, or
2. They are regional or sub-regional centers (e.g. downtowns), or
3. They are aligned with major infrastructure or regional facilities.

These locations are termed 2% Strategy opportunity areas, in that the land mass where change in growth and development is required comprises 2% of the region's urbanized area. The action plan identifies a set of actions for communities that have a 2% Area identified within their boundaries. Other actions are specified as general practice for all jurisdictions in the region.

The region will achieve demonstrable benefits from the implementation of the land use measures identified in this plan. Those benefits include improved mobility, air quality, and regional competitiveness. The rationale for the measures included here is also described in details the Policy and Existing Conditions sections of this chapter. SCAG

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also believes that the benefits of pursuing the implementations actions described here will accrue to the local level, in particular, because there are a variety of tools that can be adapted to local conditions and local objectives.

The “Existing Conditions” section describes barriers to the types of growth and development described in the Growth Vision. Briefly reviewed here, these barriers are:

1. Lack of adequate, predictable revenues streams at the local government level combined with,
2. aging and inadequate infrastructure in older, urban communities.
3. Planning practice that is ad-hoc and reactive rather than broad and proactive.
4. Lack of knowledge and expertise regarding the benefits of in-fill and urban development.
5. NIMBYism.

The actions described here as “critical path” are those specifically intended to remove or ameliorate these barriers in the locations where growth should occur.

RECOMMENDED ACTIONS

Actions for the State of California

1. SCAG strongly encourages the State to improve the municipal finance structure affecting virtually all local governments in California. Reforms should be developed with two clear goals:
 - Ensure the reliability of revenue streams to local government such that local finances are not the first resort in difficult budget years.
 - Ameliorate the incentives inherent in the current fiscal system, which promote inefficient land uses. (Policy Reference:67)
2. SCAG strongly encourages the State to continue reforms of the Housing Element and housing allocation processes. These reforms should promote the broad goals stated by the Secretary of Business, Transportation and Housing and shared by SCAG:
 - Each municipality has a clear responsibility to provide housing based on the growth in population and jobs generated in the community.
 - Jurisdictions should be able to collaborate in meeting housing needs.
 - Planning for housing should be pursued over a longer time frame in line with other major growth planning efforts. (Policy Reference: 189)
3. The State should address the confusing, and often conflicting growth policies and plans performed by various State agencies. (Policy Reference: 189)
4. The State should elevate the role of regional growth planning such that the growth forecast prepared for the RTP is used for various State planning and resource allocation functions. (Policy Reference: 189)

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Actions for SCAG

SCAG will continue its 2% Strategy effort in order to ensure that the land use policy changes envisioned in Compass are implemented. SCAG will continue to refine land use measures in its current and future RTP planning processes. (Policy Reference: 159, 160, 161)

SCAG will advocate for legislative changes as described above under State actions. (PR New)

SCAG will continue and expand on-going programming to educate elected officials and the public regarding the benefits of appropriate growth and development, and of affordable housing. (Policy Reference: 159, 160, 161)

SCAG will continue activities to ensure completion of mitigation measures identified in the 2004 RTP EIR. Those measures related to land use and housing are listed in the policy section of this chapter. (Policy Reference: 159, 160, 161)

SCAG will engage a study to explore ways that portions of the benefit derived from public reinvestment or land use policy actions can be recaptured to fund public needs. (Policy Reference New)

Actions for Cities and Counties

Critical Path Action – Implementing 2% Strategy

Jurisdictions that have within their boundaries an area identified in the 2% Strategy as critical to the region's growth and development are urged to take all necessary steps to maximize the opportunity for the envisioned growth to occur. This plan identifies a number of tools communities can use in combination to reach their development potential. **An attached matrix (Attachment 1) records the steps that jurisdictions are encouraged to take given the specific type of growth opportunity area that exists.**

Beyond considering the individual actions described here, communities with 2% Strategy Areas are encouraged to work with SCAG in developing and implementing an overall growth strategy for the affected areas.

The following are advisable actions or tools for use in all jurisdictions:

General Considerations

Planning at the local level occurs along a continuum from the most broad – the General Plan – to the most specific – individual project level approvals. This action plan contains recommendations for approaches to a range of planning, regulatory, environmental, and financial activity. In approaching the whole range of activities, SCAG encourages

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localities to focus their efforts on the broadest, most generalized level possible. Ideally, communities should use the General Plan process to set the course for future development within the jurisdiction. Among planning procedures, the General Plan should have the greatest degree of community participation. Each successive level of activity, including zoning, neighborhood planning, specific planning, and permitting should become increasingly specific in defining the community's desire for development types and locations. A community that successfully defines its goals and strategies in the broader policy documents should be able to ease the project permitting process by retaining less discretion at that level.

Often, however, communities are unable to dedicate the time and resources to undertake a full General Plan update. While this action plan strongly urges jurisdictions to maintain an up to date General Plan, it also recognizes these real world limitations. As such, the underlying assumption of this recommendation is that a community should concentrate its efforts on the broadest level planning that it is able to undertake.

Jurisdictions should endeavor to maximize community involvement in broad scale planning process such as the General Plan or specific plan. Residents of communities should feel that their concerns have been duly considered in these planning processes such that community members may support individual projects consistent with the community's broad goals, and opposition to individual projects is lessened. (Policy Reference 159)

Policy Actions

General Plan

Municipalities are encouraged to keep the State mandated General Plan up-to-date. Communities are encouraged to take a comprehensive approach to updating the General Plan. In particular, SCAG advises communities to ensure that infrastructure assumptions described in the circulation element are supportive of the community's development goals described in the land use and housing elements. Community's are encouraged consider the regional setting in determining their own development goals and are strongly encouraged to submit the General Plan and General Plan elements to SCAG under the Inter-Governmental Review Program. (Policy Reference 159)

Housing Element

As part of complying with State Housing Element requirements, communities are encouraged to assess, on a regular basis, potential sites for the development of affordable housing. Communities should assess the long term needs for housing based on population and employment projections, and identify opportunities within their land use planning to accommodate housing growth. Affordable housing projects should be given consideration when opportunities for infill and redevelopment arise. (Policy Reference 28, 55, 64)

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Planning Actions

Zoning Ordinance

SCAG advises municipalities to ensure that their zoning ordinance effectively implements the goals of the community and the policies described in the General Plan. SCAG strongly encourages the use of innovative approaches in crafting a zoning ordinance, including Form Based Zoning. Form Based zoning is an approach whereby building types and design specifications are clearly delineated, uses are simplified, and zones are organized by intensity of use, rather than by type of use. In any zoning ordinance, the community should seek to clearly define its intentions for the future of the built environment, such that discretion at the individual project permitting level is limited. (Policy Reference 159, 160, 161)

Specific Plan

Local governments are encouraged to develop specific plans for areas identified, by themselves or by the region, as key growth opportunities. The specific plan can be used to create additional definition regarding the types and intensities of use under the parameters set forth in the General Plan. For example, design considerations can be effectively addressed in a specific plan. Communities should perform an environmental analysis of the specific plan such that can be tiered by individual project proposers. (Policy Reference 159, 160, 161)

Communities preparing a specific plan are strongly encouraged to reference the “Planners Guide to Specific Plans” published by the Governor’s Office of Planning and Research.

Infrastructure planning

Communities are encouraged to undertake comprehensive reviews of their infrastructure needs and balance these needs against available revenues. Specific recommendations on planning around infrastructure needs will be found in the Water, Solid Waste, Energy, and Open Space chapters of this RCP. (Policy Reference 54, 58, 59, 69, 71, 72, 80, 82, 159, 160)

Environmental Actions

California Environmental Quality Act (CEQA) Implementation

CEQA allows local governments to create local implementing ordinances that can set thresholds for environmental impacts at the local level, and can establish clearer expectations for mitigation on various types of projects. Communities are strongly encouraged to adopt a CEQA implementing ordinance. (Policy Reference 58, 69, 70, 81)

Master Environmental Documentation

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As described above under “Specific Plan,” a community can more effectively promote desired development by producing tiered environmental analysis, as allowed under CEQA. The best case scenario for this type of practice is to perform and certify an environmental review on a neighborhood and specific plan, such that project level implementation does not require additional review. This can greatly reduce the time and cost for development. Communities are encouraged to give full consideration to the environmental and health impacts of plan implementation and to create appropriate mitigation schemes. SCAG considers examination and mitigation of environmental impacts at the plan level to be favorable to the project level. (Policy Reference 58, 69, 70, 81)

Uniform Mitigation

Establishing predictable standards for mitigation of impacts associated with new development is highly recommended. This can be accomplished through a mitigation program, or through pooled mitigation fees on new development.

Two counties in the SCAG region have implemented transportation uniform mitigation fees. These fees are imposed on new development and provide funding for new transportation infrastructure in accordance with the need that new development creates. By creating a uniform fee at the county level, there is no variability in mitigation measures that might otherwise be imposed on individual projects.

Counties that do not have uniform mitigation programs are encouraged to consider them. In so doing, these counties should endeavor to ensure equitable distribute of the funds generated, such that the new development providing the funding is in fact served by new infrastructure. Counties should realistically estimate revenue generated from fee programs such that programming can be sustained through slower building cycles. (Policy Reference 58, 69, 70, 81)

Regulatory Actions

Parking

Parking requirements imposed by localities on various types of development have a profound impact on the viability of potential projects. Communities interested in creating or building mixed use of regional centers are encouraged to give strong consideration to establishing shared parking for residential, commercial and retail uses. There are several successful examples of shared parking programs in the SCAG region, and available planning tools are described in the “resources” section of this chapter.

Additionally, many jurisdictions simply require too much parking for all types of development. Recognizing that high parking requirements increase the cost of development and use substantial amounts of space, communities are strongly encouraged to review their parking requirements. (Policy Reference 61, 82)

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Brownfield ordinance

Many communities in the SCAG region have effective ordinances that assist in the cleanup and redevelopment of brownfield sites. All jurisdictions, particularly those in the older, more urbanized part of the region, should give strong consideration to the adoption of such an ordinance. Communities are encouraged to reference Brownfields research conducted by SCAG which is described in the “resources” section of this chapter. (Policy Reference 59)

Adaptive Reuse ordinance

Few communities in the SCAG region have adopted ordinances to assist in the conversion of vacant or underutilized properties. SCAG strongly encourages the conversion of aging commercial, office, and some industrial properties to housing and mixed use with housing. The City of Los Angeles produced an effective ordinance that can be used as a model. The Los Angeles ordinance simplifies processing and relaxes some building standards. Further, SCAG produced a research paper on best practices in adaptive reuse. (resources section) (Policy Reference 59)

Mixed use

Communities are encouraged to allow mixed use at various locations. (Policy Reference 60)

Affordable housing incentives

Communities are encouraged to consider adoption of various tools to facilitate the development of lower income/affordable housing. Such tools include:

Density bonus – allows a developer to increase density over what is allowed by zoning if a pre-determined share of units provided are affordable.

Inclusionary zoning – mandates inclusion of affordable units in new housing developing. A community can, within an inclusionary ordinance, specify criteria where the requirement would be triggered, such as projects over a certain size. In some communities, developers are able to pay an “in-lieu” fee into an affordable housing development fund rather than build units.

Parking concessions - allows developers to reduce the required number of parking spaces with new housing that includes an affordable component. (Policy Reference 64)

Finance Actions:

Fee structures

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As described above under Uniform Mitigation, local governments can effectively finance some infrastructure and other needs through imposition of fees on development. While this practice is generally advisable, SCAG encourages communities to comprehensively review fee placed on growth and development such that fees do not have the effect of suppressing development, and so that proceeds are applied appropriately. (Policy Reference 58, 69, 70, 81)

Benefit Assessment

Communities are encouraged to explore establishing assessments on property in cases where a local action increases value. For example, if a rezoning to residential causes an increase in property value, the locality can potentially recapture a portion of the value gain for the purpose of funding infrastructure, mitigation, and service needs associated with growth in that location. (Policy Reference 58, 69, 70, 81)

Data and Analysis Actions/ Tools

SCAG has developed various tools as part of the 2% Strategy Implementation effort that can be helpful in assessing and planning for growth and development. Communities are encouraged to access these tools from SCAG. They include:

- Tipping Point Analysis¹
- Redevelopment strategy
- Economic development strategies
- Development of code amendments
- Model ordinances
- Public involvement
- Small site workshops
- Alternative scenario development and analysis
- Photo simulations
- Urban design solutions
- Resource sharing

CROSS REFERENCE:

Many actions related to land use are also included in the Water, Air Quality, Open Space, and Transportation Chapters. Communities are encouraged to examine these other action plans for additional guidance.

Attachmetn

Preliminary Land Use Action Matrix by Local Characteristic

¹ – combines analysis of various regulatory actions (parking requirements, floor areas, etc) to determine the best mix to incentivize development.

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Preliminary Land Use Action Matrix by Local Characteristic - Attachment 1

<i>Characteristic/Location</i>	<i>Potential Action</i>	<i>Tools</i>
City center	Dense, mixed use downtown	
Corridor	Focus, intensify mix use development and housing	
Corridor	Preserve nearby sensitive areas, existing neighborhoods	
Corridors	Focus mixed use growth along these corridors with villages at transit nodes where the corridors intersect. Enhance surrounding neighborhoods with compatible infill.	
Corridor and Station community	Focus mixed use development with villages at transit stops.	
Corridor and Station community	Focus mixed use development close to commuter and light rail stations	
Mainstreet/Transit Corridor	Focus growth along key corridors with mixed use, village areas around transit nodes.	
Mainstreet/Transit Corridor	Infill underdeveloped areas	
Mainstreet/Transit Corridor	Preserve existing neighborhoods	
Mainstreet/Transit Corridor	Focus the more dense growth on areas closest to highway interchange with village development around BRT station. Keep development in flat areas to preserve hills.	
New neighborhood areas	Utilize flatter, lower elevation areas to accommodate new housing - decreasing pressure for developing hillsides.	
New neighborhood areas	New neighborhoods and infill in existing low density areas, keeping development close to major roads and existing towns to preserve rural areas and in flat areas to preserve hills.	
New neighborhood areas	Focus infill and high-density residential in undeveloped areas	
Potential new transit station area	Focus mixed use development to create a station village around a suggested new commuter rail station.	
Potential new transit station area	Focus mixed use development close to core near potential future high-speed rail station. Encourage compatible infill in existing neighborhoods and mixed use development.	

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Preliminary Land Use Action Matrix by Local Characteristic - Attachment 1

Potential new transit station area	Focus mixed use development to create a station village around a suggested new commuter rail station.
Rail transit station area and Transit Corridor	Mixed use and residential development Focused on the transit station area.
Regional Center	High density downtown development with intense mixed use and employment filling underutilized areas.
Regional Center	Intense mixed use development downtown and along major corridors, compatible infill throughout grid. Avoid developing any sensitive areas.
Regional Center	Create higher density villages around rail stations and transit nodes, focus mixed use in all current commercial areas, encourage compatible infill in existing neighborhoods.
Regional Center	Focus higher density mixed use growth in central area, around rail stations, and around airport. Preserve existing neighborhoods and add compatible infill.
Regional center	High density mixed use development, infill, with the highest densities along the rail line and the potential rapid bus line
Station area	Focus mixed use development to create a station village around a commuter rail station.
Station area	Focus mixed use development to create a station village around rapid bus station
Station area	New development throughout area, protecting sensitive areas.
Station Area	Industrial and mixed use area along rail corridor, village area around any stations
Station area and corridor	Village growth around commuter rail station. Mixed use along corridors, preserve existing neighborhoods.
Station area and corridor	Focus village development around commuter rail station and along corridor
Station Area and Corridor	Mixed use development near rail corridor and major streets, village development around stations.
Station Area and Corridor	Mixed use village development
Station areas	Focus mixed use development to create a station village around metro station.

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Preliminary Land Use Action Matrix by Local Characteristic - Attachment 1

Station areas	Focus mixed use development to create a station village around both LRT and commuter rail stations.
Station areas and corridors	Focus mixed use development to create a station village around a commuter rail station.
Station areas and corridors	Create village around rapid bus intersection and focus mixed use along the two corridors.
Town Center	Focus mixed use and other denser development
Town center and station area.	Mixed use development around rail station.
Urban neighborhood	Medium residential with multi-family
Urban neighborhood and transit station	Focus mixed use development around rail stops, compatible infill in surrounding areas.
Urban neighborhood and transit station	Focus development along the rapid bus corridors with villages at nodes, compatible infill housing in the rest of the neighborhood.
Urban neighborhood and transit station	Focus mixed use development along major streets with village around rapid bus station
Urban neighborhood and transit station	Focus intense mixed use development in village form around commuter rail station, focus other fairly dense development along corridors and throughout grid area.
Urban neighborhood and transit station	Focus commercial and mixed use development around commercial core of area and around transit nodes.
Urban neighborhood and transit station	Focus mixed use and employment to rail station areas.
Urban neighborhood and transit station	Focus mixed use development close to rapid bus stops, preserve character of surrounding area.
Urban neighborhood and transit station	Focus development to flat area close to preserve hills.
Urban neighborhood with small scale corridor	Infill development, mixed use where possible.
Urban neighborhood with small scale corridor	Focus mixed development along major corridors while preserving existing neighborhoods while adding compatible infill.